



34A Drayton Gardens, West Drayton UB7 7LG

TRANSPORT STATEMENT

for Residential Development
on behalf of BMR Property Group

2025/9018/TS01

October 2026

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9018-DRA-RGP-XX-XX-DR-T-001 P02 Swept Path Assessment – Fire Tender

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1 INTRODUCTION

1.1 Background & Policy

- 1.1.1 RGP has been instructed by BMR Property Group to prepare a Transport Statement (TS) in support of a planning application for a small residential development at 34A Drayton Gardens, West Drayton, UB7 7LG, within the administrative area of the London Borough of Hillingdon (LBH).
- 1.1.2 The proposals comprise the redevelopment of the land rear of 34 Drayton Gardens to provide one new two-bedroom (2B4P) residential dwelling with associated access, cycle parking, refuse storage and private amenity space. The development is proposed on a car-free basis, with no on-site car parking provided and no vehicular access to the proposed dwelling. Pedestrian access would be taken from Drayton Gardens via the existing private accessway.
- 1.1.3 West Drayton is located in west London, close to the A408 Stockley Road and the A4 Bath Road corridors, and in reasonable proximity to Heathrow Airport. The site lies within an established residential area and is situated a short walk from West Drayton station and a range of local services and facilities, such that it can reasonably be described as being in an accessible urban location.
- 1.1.4 The London Borough of Hillingdon is both the Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the majority of roads within the borough, including Drayton Gardens. The Transport Statement has therefore been prepared to address the transport and highways matters relevant to the determination of the planning application by LB Hillingdon, having regard to national, regional and local transport policy.
- 1.1.5 Given the small scale of the proposed development and the correspondingly low volume of trips it is expected to generate, a Transport Statement, rather than a more extensive Transport Assessment, is considered an appropriate and proportionate form of appraisal. Policy TR6(1) of the National Planning Policy Framework (2026) requires development proposals that are likely to generate significant amounts of movement to be supported by a transport statement or transport assessment which is proportionate to the nature and scale of the development. A single car-free dwelling would not generate a significant amount of movement in the context of the area within which it is situated. This Transport Statement is nonetheless provided to assist the Local Planning Authority and Local Highway Authority in their determination of the application.
- 1.1.6 The National Planning Policy Framework (2026) establishes a vision-led approach to planning for transport. Policy TR1 applies that approach at plan-making stage. For decision-taking, Policy TR3(1)(c) provides that any significant adverse impacts from a development on the transport network, or on highway safety, should be mitigated to an acceptable degree using a vision-led approach.
- 1.1.7 Policy TR4 requires transport considerations to be integral to the design of development, including giving priority to walking, wheeling and cycle movements, providing sufficient secure and accessible cycle parking, minimising the scope for conflict between pedestrians, cyclists and vehicles, meeting the needs of disabled people, older people and children, and allowing ease of access by service and emergency vehicles. Policy TR4(2) confirms that the principles of national design guidance, including Manual for Streets, should inform how that policy is applied.

1.1.8 Policy TR6(2) requires transport statements to reflect the transport vision for the development, and Policy TR6(4) sets the test against which the proposals fall to be determined.

1.1.9 The transport vision for the development is to provide a single new home in an accessible urban location in which day-to-day travel needs can be met without reliance on a private car. This is delivered through a car-free dwelling with no vehicular access and no on-site parking; secure, sheltered cycle parking provided in accordance with London Plan Policy T5; and a direct pedestrian connection to the footway network on Drayton Gardens, giving access to bus services on Station Road and to West Drayton station.

1.2 Scope of Transport Statement

1.2.1 The remainder of this report is structured as follows:

- (i) Baseline Conditions – provides an overview of the site in its current form, including the local highway network with a review of the local collision history, and the accessibility credentials of the site for travel via alternative modes;
- (ii) Trip Generation & Traffic Impact – provides an overview of the likely trip generation associated with the proposed development across all modes, and the impacts of this on the local highway network;
- (iii) Proposed Development – details the development proposals, including the pedestrian access arrangements, the car-free parking strategy, cycle parking provision, and the strategy for deliveries and servicing;
- (iv) Summary and Conclusions

2 BASELINE CONDITIONS

2.1 Site Location & Local Highway Network

2.1.1 **Figure 1** illustrates the location of the site in the context of the local highway network. The site is located to the land rear of 34 Drayton Gardens, in an established residential area within West Drayton, in the London Borough of Hillingdon. Drayton Gardens is a short residential cul-de-sac accessed from Station Road (A408), which is an important north-south route providing connections between West Drayton, Uxbridge and Heathrow Airport and linking to the wider strategic highway network.



Figure 1 Site Location

2.1.2 To the north, Station Road (A408) continues through West Drayton towards Yiewsley and Uxbridge, where it connects with the A4020 and, in turn, the M40 motorway. To the south, the A408 provides access to the M4 motorway corridor and the wider Heathrow Airport perimeter, placing the site within convenient reach of the strategic road network.

- 2.1.3 Station Road is a two-way single carriageway road in the vicinity of Drayton Gardens, lit by street lighting and benefitting from footways on both sides of the carriageway. Waiting restrictions are in place along sections of Station Road to manage kerbside parking and maintain traffic flow, reflecting its role as a local distributor route. Drayton Gardens itself is a short, lightly trafficked residential cul-de-sac with no through traffic, where vehicle speeds are naturally low. Drayton Gardens is not subject to a controlled parking zone, and on-street parking is accommodated informally along the kerbside.

2.2 Existing Site Access Arrangements

- 2.2.1 The application site comprises the land rear of 34 Drayton Gardens, located at the head of the cul-de-sac. **Figure 2** illustrates the location and extent of the site. At present, the land is in residential ancillary use as private garden space with associated outbuildings, forming part of the curtilage of the host dwelling.

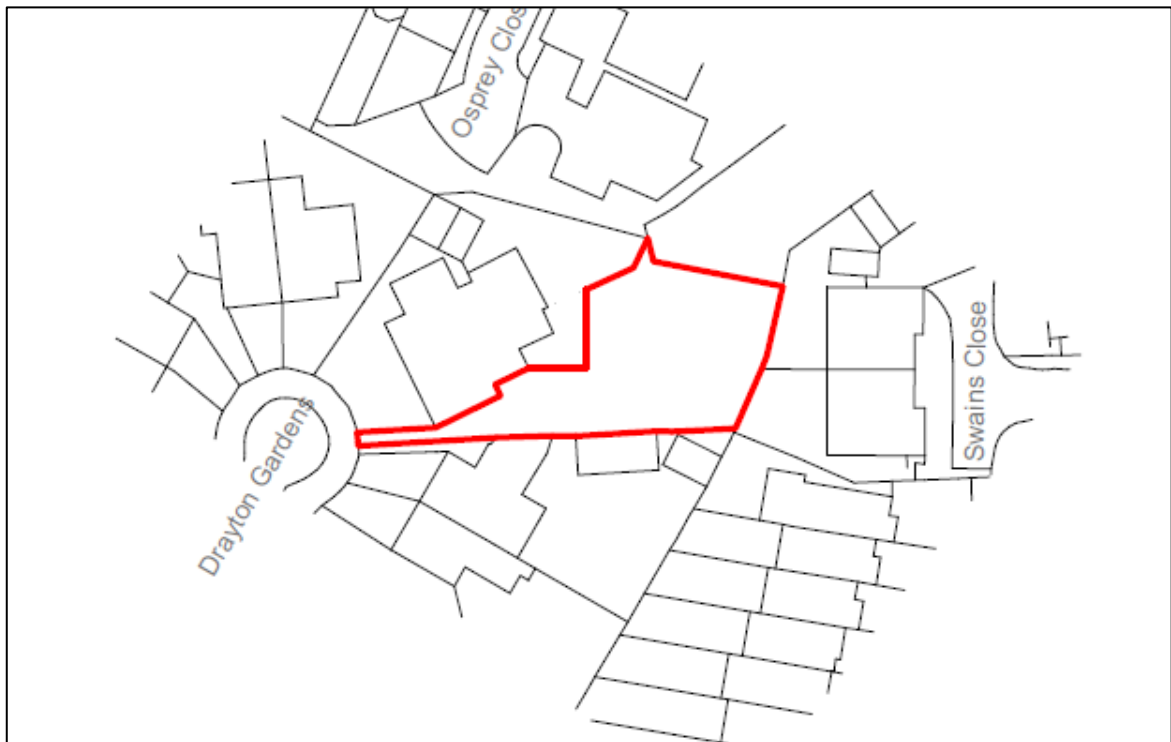


Figure 2 Site Location & Extents

- 2.2.2 Existing vehicular and pedestrian access to the rear of No.34 is provided via a private accessway running northwards from the turning head at the end of Drayton Gardens. This accessway is currently used in association with the host property and provides informal access to the rear garden area. The junction between the accessway and Drayton Gardens benefits from a simple crossover arrangement.
- 2.2.3 Drayton Gardens is generally straight in the vicinity of the accessway and is subject to very low traffic flows owing to its cul-de-sac form. Vehicle speeds are inherently low due to the residential nature of the street, and good levels of visibility are available in both directions along the carriageway within the extent of the public highway. As set out at Section 4, the proposed dwelling would take no vehicular access, such that the existing arrangement would be unchanged by the development in vehicular terms.

- 2.2.4 Footways are provided along Drayton Gardens, linking directly to the wider pedestrian network on Station Road and routes towards West Drayton station and the town centre. This provides safe and convenient pedestrian connections between the site, nearby bus stops, schools and local amenities.

2.3 Highway Safety Appraisal

- 2.3.1 To assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. The most recent five-year period has been assessed, with data sourced from Crashmap.co.uk.
- 2.3.2 The study area for the collision review encompasses Drayton Gardens and the adjoining section of Station Road (A408), focusing on the junction between Drayton Gardens and Station Road and the immediate approach corridors. **Figure 3** illustrates the location of recorded Personal Injury Accidents (PIAs) within the study area over the review period.

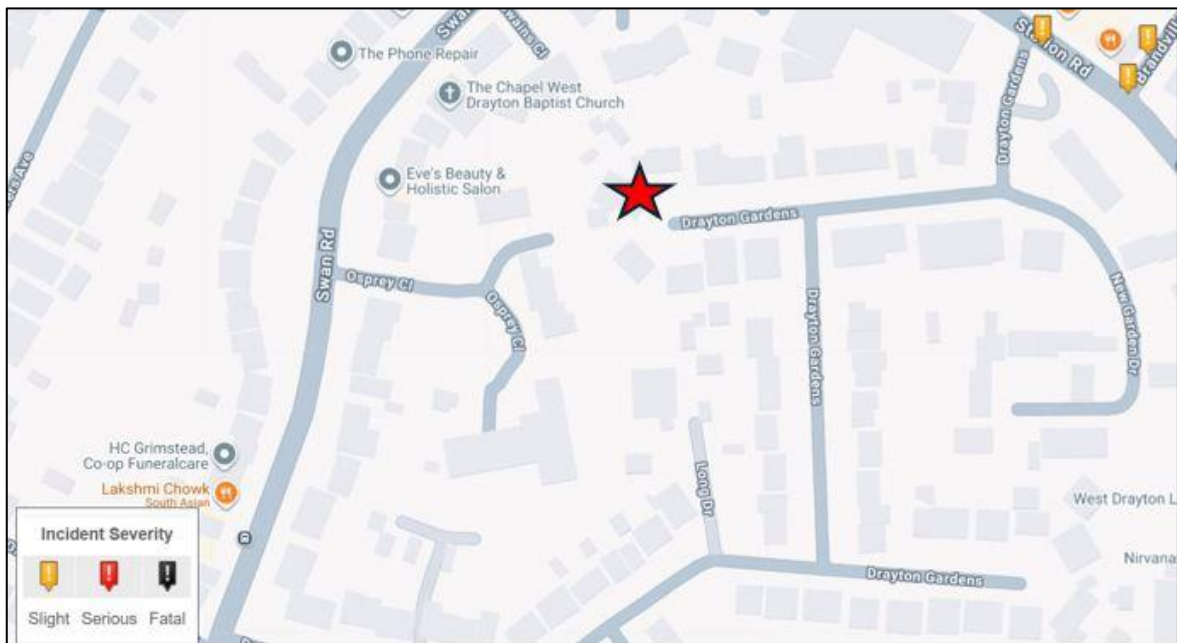


Figure 3 Recorded Personal Injury Accidents – extract from www.crashmap.co.uk

- 2.3.3 **Figure 3** illustrates that a single 'slight' collision has been recorded within the study area during the latest five-year period, occurring at the junction of Station Road and Drayton Gardens rather than in the immediate vicinity of the site access. As this isolated incident does not relate to the operation of Drayton Gardens itself or the existing private driveway serving the site, it is not considered to indicate any inherent highway safety issue locally.

Date	Severity	Casualties	Description
24/11/2022	Slight	1	The recorded collision occurred in November 2022 at the junction of Station Road and Drayton Gardens, involved a car and a pedestrian crossing away from a designated crossing point, and resulted in a slight injury in fine, dry conditions on a lit 30mph road.

Figure 4 Summary of Personal Injury Accidents

- 2.3.4 It is noted that a further two slight accidents are illustrated in **Figure 3**, however these are outside of the study area and have therefore not been considered.
- 2.3.5 The collision data confirms that no PIAs have been recorded on Drayton Gardens itself, nor at the existing private driveway serving the site, during the study period. A single slight-severity collision has been recorded at the junction of Station Road and Drayton Gardens, which involved turning movements at the junction and did not relate to the site access or any particular highway layout deficiency on Drayton Gardens.
- 2.3.6 The occurrence of just one slight collision over a five-year period at the Station Road / Drayton Gardens junction, in the context of the traffic volumes and function of the A408 corridor, does not indicate an existing highway safety problem or cluster in the vicinity of the site. On this basis, there is no evidence from the collision record to suggest that the local highway network is operating unsafely. As set out in **Section 4**, the proposed dwelling is car-free and takes no vehicular access, such that the development would introduce no additional vehicular movements to Drayton Gardens or to the local highway network.

2.4 Local Amenities & Facilities

- 2.4.1 The site is considered to be located in an accessible urban area, with a wide range of local amenities and services available within comfortable walking and cycling distance. This provides opportunities for future residents to meet many of their day-to-day needs without reliance on the private car.
- 2.4.2 The site lies a short walk from West Drayton High Street / Station Road, which forms the main local centre and provides a range of shops, services and employment opportunities, including supermarkets, local convenience stores, cafés, restaurants, financial services, hairdressers and other day-to-day facilities.
- 2.4.3 In terms of leisure and open space, residents have convenient access to Southlands Arts Centre and The Green and the Grand Union Canal corridor, which offer opportunities for recreation, walking and cycling, as well as a broader network of green spaces within the Colne Valley.
- 2.4.4 The proximity of these facilities ensures that many everyday trips (such as shopping, education, health and leisure) can be undertaken by walking, cycling or public transport, thereby supporting the use of sustainable modes of travel.

2.5 Walking & Cycling Accessibility

- 2.5.1 There is a good standard of pedestrian infrastructure provided throughout the local area and in particular towards the District Centre. Wide, well-lit footways are provided along both sides of Station Road, providing a safe and convenient route.
- 2.5.2 A pedestrian crossing point with dropped kerbs and tactile paving is provided across Station Road, facilitating safe and convenient access between the southbound stop at Brandville Road (Stop J) and the northbound stop at Church Road (Stop K) on the opposite side of the carriageway.

- 2.5.3 The local area also provides separate public rights of way and traffic-free routes towards the town centre. **Figure 5** provides an extract from the LBH Definitive Mapping, showing the routes available.

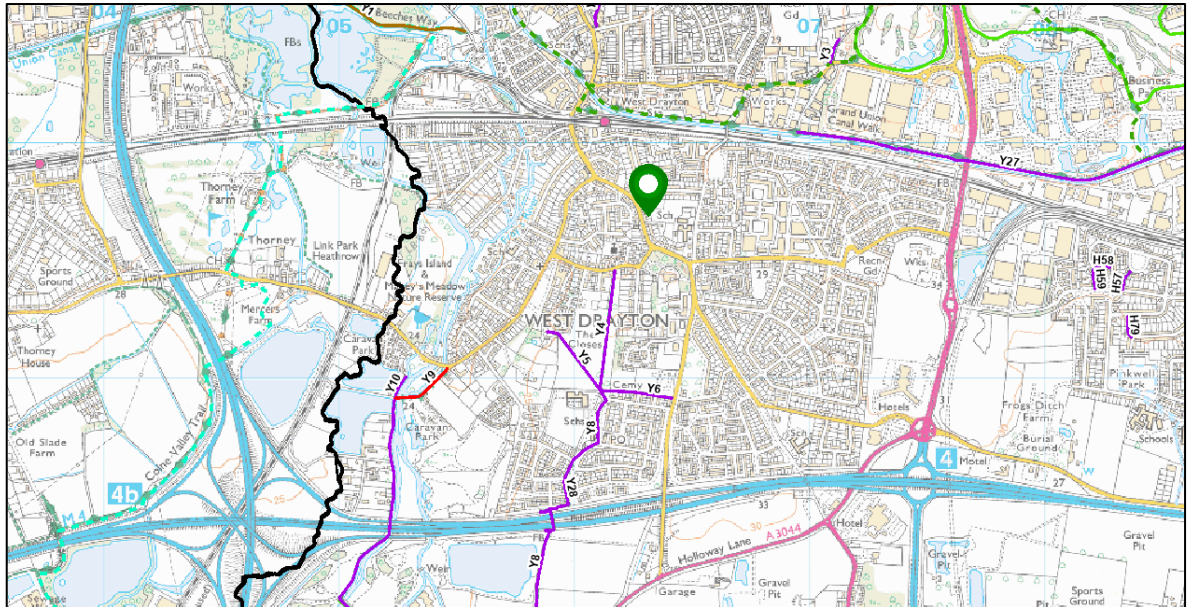


Figure 5 Local Public Rights of Way (extract from LBH Definitive Mapping)

- 2.5.4 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity have increased demand for cycling.
- 2.5.5 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys, a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 2.5.6 **Figure 6** illustrates an indicative 5km cycling catchment around the site, with reference to the national and local cycle network.

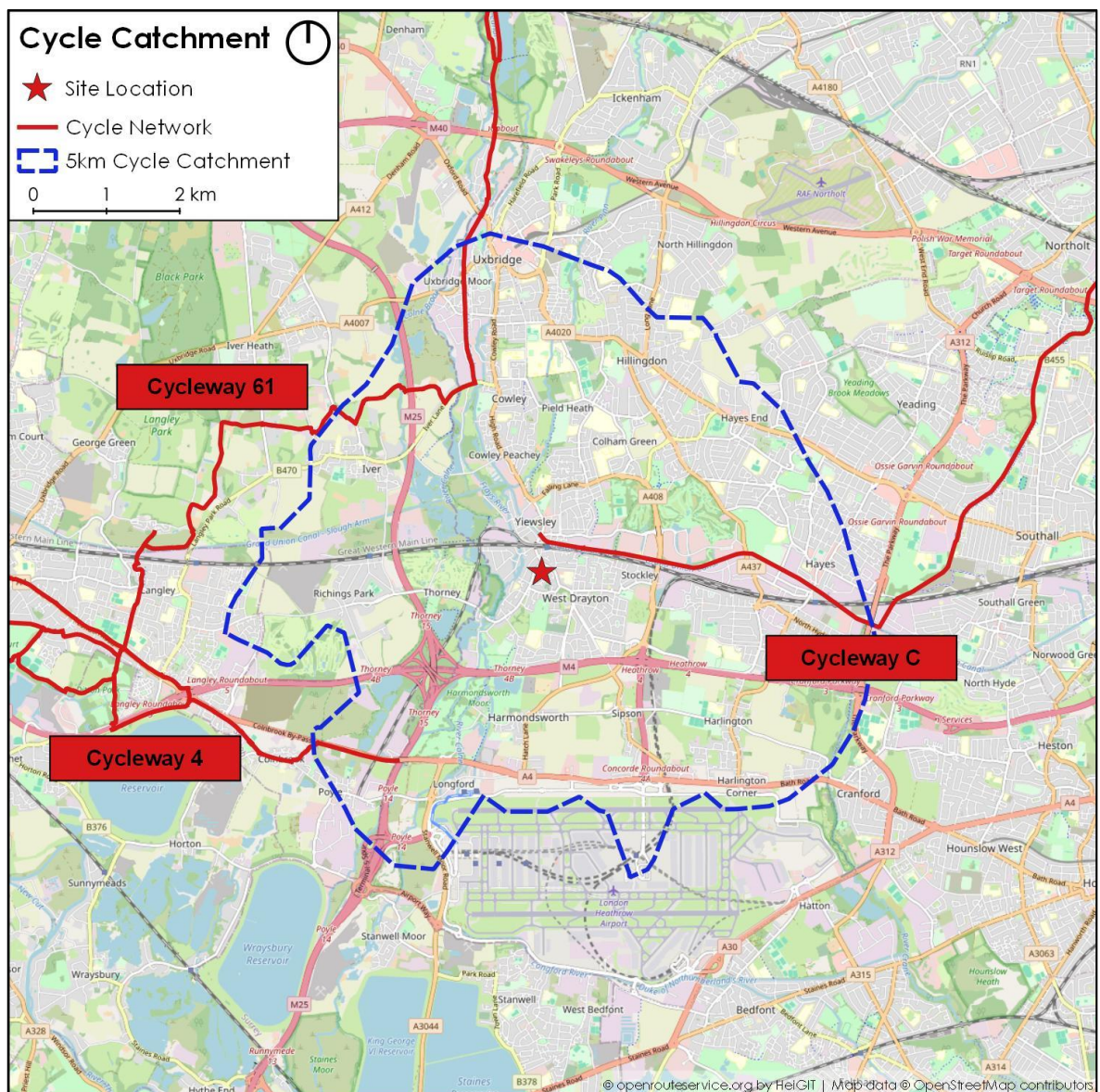


Figure 6 Cycle Catchment

2.5.7 As illustrated, the 5km cycling catchment extends towards Heathrow Airport to the south and Uxbridge to the north.

2.6 Public Transport Accessibility

2.6.1 The site benefits from good access to public transport. The nearest bus stop to the site is Brandville Road (Stop J), located on Station Road approximately 200 metres walk from the proposed dwelling and serving southbound services. The nearest northbound stop is Church Road (Stop K), also located on Station Road approximately 350 metres walk to the east. Both stops lie within the 640 metre walking threshold applied within the PTAL methodology and provide access to a number of services to key destinations. **Figure 7** provides a summary of the local bus services available.

Bus Service & Key Destinations		Typical Frequency	Hours of Operation
222	Uxbridge, Cowley, West Drayton, Heathrow Airport, Cranford, Hounslow	Mon-Sat: 9-12 mins Sun: 11-14 mins	Mon-Sat: 24 hours Sun: 24 hours
350	Hayes & Harlington, Hayes, Stockley Park, West Drayton, Heathrow Airport	Mon-Fri: 20 mins Sat-Sun: 20 mins	Mon-Fri: 03:44-00:24 Sat-Sun: 03:43-00:19
698	Hillingdon, Hayes End, Hayes & Harlington, West Drayton	School Service	School Service
U1	Ruislip, Ickenham, Uxbridge, Brunel University, West Drayton	Mon-Fri: 15 mins Sat: 15 mins Sun: 30 mins	Mon-Fri: 06:16-01:41 Sat: 06:14-01:41 Sun: 07:11-01:41
U3	Uxbridge, Brunel University, Heathrow	Mon-Fri: 10-14 mins Sat: 11-13 mins Sun: 20 mins	Mon-Fri: 03:39-00:11 Sat: 03:39-00:11 Sun: 03:40-00:11
U5	Uxbridge, Cowley, Hillingdon, West Drayton, Stockley Park, Hayes	Mon-Fri: 10-14 mins Sat: 15 mins Sun: 20 mins	Mon-Fri: 05:21-00:24 Sat: 05:21-00:24 Sun: 06:21-00:21

Figure 7 Summary of Local Bus Services

- 2.6.2 As summarised above, there are a range of bus routes available in close proximity to the site, catering for travel to key destinations. These bus services would accommodate the essential everyday travel needs of prospective residents, thus reducing any potential reliance on the use of a private vehicle for the majority of essential journeys. These services also provide connections to a range of rail stations, as well as the London Underground network.
- 2.6.3 West Drayton Station is located approximately 600 metres (a 7 to 8-minute walk) to the north of the site. The station is served by the Elizabeth line, providing direct services eastbound to Central London, Canary Wharf and Abbey Wood, and westbound to Reading and Heathrow Airport. Great Western Railway services also call at the station, providing connections westbound towards Slough, Maidenhead and Reading. The station therefore provides a realistic and convenient alternative to the private car for commuting and longer-distance journeys.
- 2.6.4 Transport for London (TfL) publishes a city-wide Public Transport Accessibility Level (PTAL) mapping tool for reference by local planning authorities and developers to aid strategic planning. The TfL PTAL model utilises an accessibility range between 1a (low) to 6b (high) which is calculated from a formula based upon the number of bus stops and railway stations (points of interest) located within a pre-defined walking threshold of the subject site, being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively. The methodology incorporates the walk time to public transport access points (bus stops, railway and underground stations) and service frequency and reliability.
- 2.6.5 The PTAL rating for a site is publicly available via TfL's web-based Connectivity Assessment Toolkit (WebCAT) tool which provides information on London's transport system to also include travel time reports and statistics. The WebCAT tool allows for viewing a PTAL for the whole of London or for individual locations, in both the current (base) and future transport scenarios.

- 2.6.6 As confirmed in **Figure 8**, the site falls within a PTAL 2 area. It is noted, however, that the site is positioned directly next to PTAL 3 cells and benefits from the same high-frequency bus and rail services that underpin the higher surrounding PTAL scores, meaning the overall accessibility is stronger than the PTAL 2 designation alone may suggest.

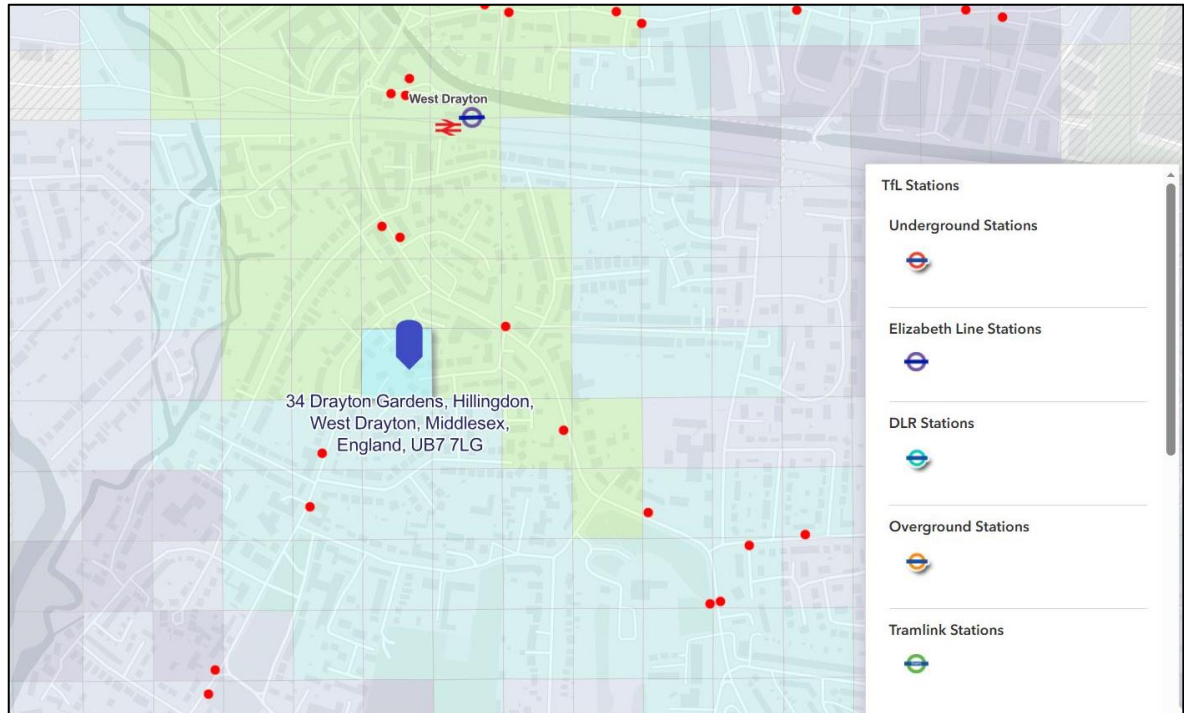


Figure 8 PTAL Assessment (Extract from WebCAT)

- 2.6.7 As discussed within the report, the closest bus stop is Brandville Road (Stop J) on Station Road, approximately 200 metres from the site, with the nearest northbound stop at Church Road (Stop K) approximately 350 metres to the east. West Drayton station is additionally located circa 600 metres to the north of the site and benefits from Elizabeth line services and National Rail services to Reading and Maidenhead.
- 2.6.8 Transport for London's *Assessing Transport Connectivity in London* guidance confirms that PTAL should be treated as an indicative tool rather than a definitive measure of accessibility. The guidance states that "*it is therefore important to use professional judgement when analysing PTAL outputs and to interpret any result in the relevant context*" (TfL, 2015, p.10), recognising that small changes in distance to stops or grid boundaries can materially influence the final PTAL score.
- 2.6.9 In this context, while the site is located within a PTAL 2 grid cell, it sits immediately adjacent to areas classified as PTAL 3 and benefits from close proximity to frequent bus services on Station Road and rail services at West Drayton station. When assessed in the round, taking account of actual walking routes, service frequencies and the surrounding public transport network, the site benefits from a level of accessibility that is stronger than the PTAL value in isolation may suggest and is appropriate for the scale and nature of the proposed development.

- 2.6.10 Policy TR3(2) of the NPPF indicates that the Connectivity Tool should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of locations proposed for development. Within Greater London, PTAL remains the established measure applied by the Local Planning Authority and Transport for London and has been adopted as the primary assessment within this Statement.
- 2.6.11 The Connectivity Tool has nonetheless been interrogated as a secondary measure, and the output for the site is provided at **Figure 9**.

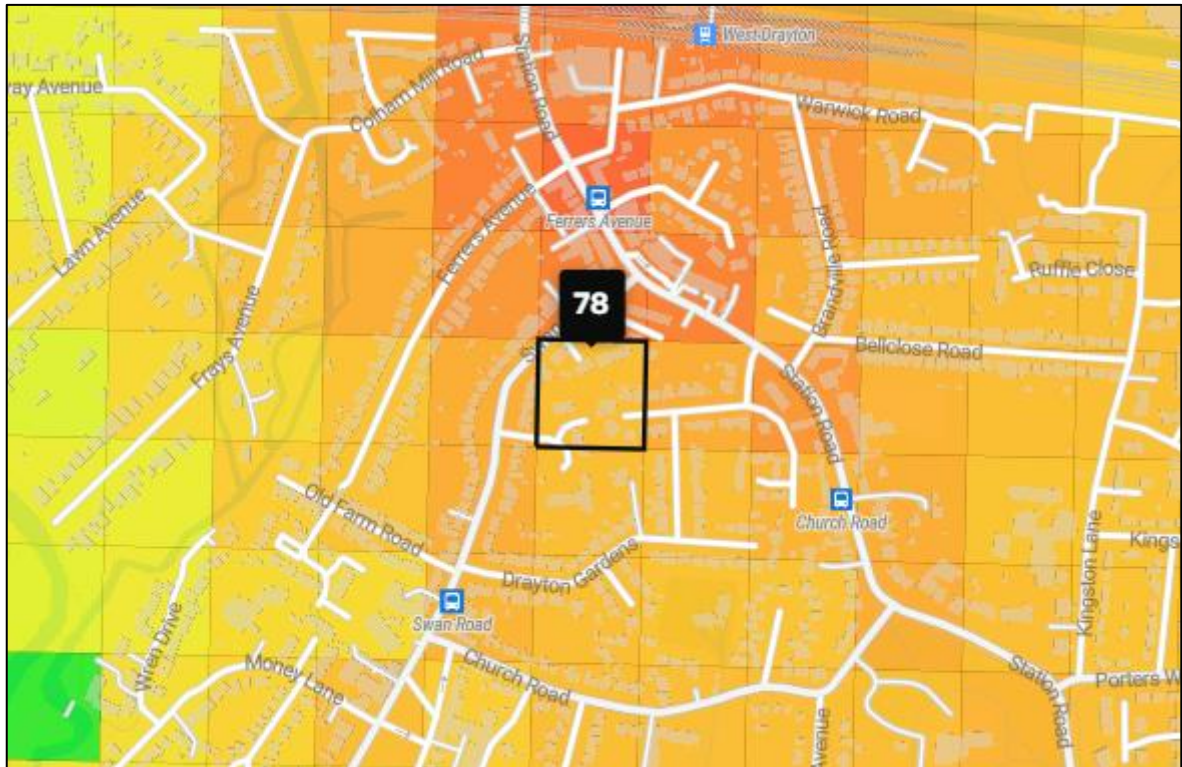


Figure 9 DfT Connectivity Tool Output

- 2.6.12 As shown at Figure 9, the site records an overall connectivity score of 78 excluding driving, placing it within the 80th to 90th percentile nationally. Connectivity by public transport scores 84, also within the 80th to 90th percentile, with cycling at 76 and walking at 70. The site is therefore assessed as being very highly connected by means other than the private car.
- 2.6.13 Taken together with the PTAL assessment, the Connectivity Tool output confirms that the site is well connected by walking, cycling and public transport, and that future residents would have a genuine choice of transport modes for the great majority of day-to-day journeys. This supports the principles set out at Policy TR3(1)(a) of the NPPF, which requires locations to limit the need to travel, particularly by private car, and to offer a genuine choice of transport modes, and provides the evidential basis for the car-free proposals.

2.7 Summary

- 2.7.1 This section has demonstrated the site's good connections to local active travel routes and public transport services. The site lies within comfortable walking distance of bus services on Station Road and of West Drayton station, which provides Elizabeth line and National Rail services, and within a reasonable cycling catchment of Uxbridge and Heathrow. A single slight collision has been recorded within the study area over the latest five-year period, unrelated to the site access. The accessibility credentials of the site are such that future residents would be able to meet their day-to-day travel needs without reliance on a private car, providing the basis for the car-free proposals set out at **Section 4**.

3 TRIP GENERATION & IMPACT

- 3.1.1 The development proposals seek to deliver a single new two-bedroom (2B4P) dwelling on land to the rear of 34 Drayton Gardens, on a car-free basis. This section outlines the anticipated trip generation associated with the proposed dwelling across all modes, consistent with Policy TR6(3) of the NPPF, which requires multimodal trip generation and the promotion of sustainable modes of travel to be taken into account in assessing movement patterns and potential impacts.
- 3.1.2 To determine the likely levels of trips that would be generated by the proposed development, the Trip Rate Information Computer System (TRICS) database has been used. The TRICS database is the industry standard tool for determining trip rates for a development proposal, utilising a comprehensive database of surveys of similarly located land uses.
- 3.1.3 In this instance, the TRICS database has been interrogated for privately owned houses in Greater London in similar locations with respect to proximity to local services and public transport (PTAL 2-4 rating). A copy of the TRICS output is provided at **Appendix B**.
- 3.1.4 The TRICS surveys from which these rates are derived relate to privately owned houses with conventional on-site parking provision. The surveyed sites accordingly record a proportion of person trips made as a car occupant. As the proposed dwelling is car-free, with no on-site car parking and no vehicular access, those trips would not be made by private car by occupiers of the proposed dwelling.
- 3.1.5 Consistent with the vision-led approach set out at **Section 1**, and with Policy TR6(3) of the NPPF which requires the promotion of sustainable modes of travel to be taken into account in assessing movement patterns, the surveyed car occupant trips have been reassigned to walking, cycling and public transport. The reassignment has been undertaken in proportion to the surveyed mode split for those three modes, such that the relative shares recorded by the TRICS surveys are preserved. On this basis, approximately 70% of the reassigned trips are attributed to walking, 27% to public transport and 3% to cycling. The total number of person trips generated by the dwelling is unchanged from the TRICS rates; only their distribution between modes differs.
- 3.1.6 The Total Vehicles figures reported at **Figure 10** comprise public service vehicle, other goods vehicle and taxi movements only. These represent the residual vehicle activity associated with the dwelling notwithstanding its car-free status, principally servicing and delivery activity together with occasional taxi or private hire use. They are reported separately from the person trip figures and are not additive to them.
- 3.1.7 **Figure 10** summarises the anticipated trip generation by all modes, with reference to the traditional morning (08:00-09:00) and evening (17:00-18:00) peak hours alongside a daily trip attraction. All figures are derived from the TRICS trip rates at **Appendix B** and are presented rounded to one decimal place; totals are calculated from the unrounded rates and may therefore differ marginally from the sum of the rounded figures shown.

Mode	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Total Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Pedestrian	0.4	0.6	1.0	0.3	0.3	0.6	3.7	3.8	7.5
Cycle	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.2	0.3
Public Transport	0.1	0.3	0.4	0.2	0.1	0.3	1.6	1.6	3.2
Total Person Trips	0.5	0.9	1.4	0.5	0.4	0.9	5.5	5.6	11.1

Figure 10 Proposed Multimodal Trip Generation

- 3.1.8 The assessment confirms that the proposed development would generate a very modest level of activity during a typical weekday. As shown in **Figure 10**, the dwelling is expected to generate approximately 11 two-way person trips per day across all modes, of which approximately 7 to 8 would be made on foot, 3 by public transport and a small number by cycle. Residual vehicle movements would amount to approximately 0.2 two-way movements across a typical weekday.
- 3.1.9 During the network peak hours, the proposal would generate fewer than two person trips in total. Residual vehicle movements in each peak hour would be fewer than 0.1 two-way movements, equivalent to approximately one movement every fortnight. Activity of this magnitude is negligible and falls comfortably within the natural daily variation in traffic already experienced on Drayton Gardens and Station Road.
- 3.1.10 In light of the above, it is concluded that the proposed development would not give rise to any material transport impacts. In the terms of Policy TR6(4) of the National Planning Policy Framework (2026), the proposals would not have a severe adverse impact on the transport network in terms of capacity and congestion, including cumulative impacts, nor an unacceptable impact on highway safety.

4 PROPOSED DEVELOPMENT

4.1 Access Arrangements

- 4.1.1 The proposed dwelling would be accessed on foot via the existing private accessway at the head of Drayton Gardens, which currently serves the rear of No.34. No vehicular access to the proposed dwelling is proposed and no on-site car parking is provided. The accessway would therefore function as a pedestrian route serving the dwelling, rather than as a shared surface accommodating both pedestrian and vehicular movements. The proposed access arrangements are illustrated on the Proposed Site Plan at **Appendix A**.
- 4.1.2 As set out in **Section 3**, the proposed development is expected to generate an extremely low level of vehicle activity, with no more than a single two-way vehicle movement in either peak hour even on a robust worst-case basis.
- 4.1.3 As no vehicular access to the proposed dwelling is proposed, no new vehicular movements would emerge from the accessway onto Drayton Gardens, and no junction visibility assessment is required in respect of the development. Pedestrians emerging from the accessway benefit from clear visibility in both directions along the cul-de-sac, reflecting its straight alignment, low traffic flows and low vehicle speeds.
- 4.1.4 Policy TR4(1)(a) of the NPPF requires development proposals to give priority first to walking, wheeling and cycle movements, and Policy TR4(1)(c)(i) requires measures to minimise the scope for conflict between pedestrians, cyclists and vehicles. Policy TR4(2) confirms that the principles of Manual for Streets should inform how the policy is applied.

4.2 Pedestrian Access Arrangements

- 4.2.1 Pedestrian access to the proposed dwelling would be taken via the accessway from Drayton Gardens. As the dwelling is car-free and takes no vehicular access, the route would serve pedestrian and cycle movements only.
- 4.2.2 Residents would have direct and convenient access to the existing footway network on Drayton Gardens and Station Road, providing straightforward routes on foot to nearby bus stops, West Drayton station, local schools, shops and other amenities, as described in **Section 2** of this report.

4.3 Deliveries & Servicing Arrangements

- 4.3.1 Future residents would generate a typical level of demand for deliveries and servicing associated with one small residential dwelling. This would include postal services, parcel and courier deliveries, supermarket home deliveries and occasional tradespeople. Such deliveries would be made from the public highway on Drayton Gardens, with the final approach to the dwelling made on foot along the accessway, in the same manner as for existing properties served from the cul-de-sac.
- 4.3.2 Many of these delivery and servicing trips already occur in the local area to serve existing dwellings on Drayton Gardens and the wider neighbourhood. Given that the proposals comprise a single dwelling, it is not expected that there would be any material increase in servicing vehicle activity beyond the day-to-day fluctuations that currently occur on the surrounding residential network.

Transport Statement

4.3.3 Drawing **9018-DRA-RGP-XX-XX-DR-T-001 P02** demonstrates that a fire tender is able to enter and turn within the Drayton Gardens cul-de-sac, enabling it to leave in forward gear, and confirms that the proposed dwelling lies within a standard 45-metre hose run of the fire tender position on the public highway, the measured distance being 42 metres, in accordance with relevant fire service access and hose coverage guidance.

4.3.4 Refuse and recycling would be managed in accordance with London Borough of Hillingdon's collection arrangements. Dedicated refuse storage would be provided within the site in close proximity to the dwelling, with residents wheeling bins to the agreed collection point on Drayton Gardens on collection days. Given the very small scale of the scheme, collections can safely take place from the public highway in the same manner as for existing surrounding properties.

4.4 Car Parking Provision

4.4.1 The development is proposed on a car-free basis. No on-site car parking is provided and no vehicular access to the dwelling is proposed.

4.4.2 Policy T6.1 of the London Plan (2021) provides that new residential development should not exceed the maximum parking standards set out in Table 10.3. For a one- to two-bedroom dwelling in Outer London within a PTAL 2–3 area, the maximum provision is up to 0.75 spaces per dwelling. These are maximum standards and establish no minimum requirement. Nil provision is therefore fully compliant with the development plan.

4.4.3 Policy TR2(2) of the NPPF supports maximum parking standards where they encourage the use of sustainable transport modes. Consistent with the vision-led approach set out at **Section 1** of this Statement, the car-free proposal represents a positive transport outcome rather than a shortfall against a requirement.

4.4.4 The recommended provisions for car parking within the borough are confirmed in Appendix C of the Hillingdon Local Plan Part 2: Development Management Policies (2020), summarised at **Figure 11**. These are expressed as maximum standards and the proposals accord with them.

Accommodation Type	Car Parking (Maximum)	Cycle Parking (Minimum)
Dwellings (with curtilage)	2 spaces per dwelling	1 space per 1-2 bed units 2 spaces per 3+ bed units
Flats (studio)	0.5 spaces per dwelling	1 space per unit
Flats (1-2 bedrooms)	1-1.5 spaces per dwelling	1 space per unit
Flats (3+ bedrooms)	2 spaces per dwelling	2 spaces per unit

Figure 11 Hillingdon Local Plan Parking Standards for Residential Development

4.4.5 Drayton Gardens is not subject to a controlled parking zone. Given the site's accessibility credentials set out at **Section 2**, the absence of any on-site parking or vehicular access, and the fact that the proposals comprise a single dwelling, the potential for overspill parking on Drayton Gardens is considered negligible.

4.5 Cycle Parking Provision

- 4.5.1 London Plan Policy T5 and Table 10.2 require, as a minimum, 2 long-stay cycle parking spaces for all dwellings other than studios and one-bedroom units. Where the London Plan standard exceeds the borough standard summarised at **Figure 11**, the higher standard applies. The proposed two-bedroom dwelling therefore requires 2 long-stay cycle parking spaces.
- 4.5.2 As shown on the Proposed Site Plan at **Appendix A**, the dwelling would be provided with a covered and secure cycle store within its curtilage, accommodating 2 long-stay cycle parking spaces. Given the car-free nature of the development, the provision of high-quality, sheltered and readily accessible cycle parking is central to the transport strategy for the site, consistent with Policy TR4(1)(b) of the NPPF, which requires sufficient secure and accessible cycle parking. Full details of the cycle parking design and layout would be secured by planning condition.

5 SUMMARY & CONCLUSIONS

5.1.1 This Transport Statement has considered the transport planning implications associated with the proposed development of land to the rear of 34 Drayton Gardens, West Drayton, to provide 1 no. two-bedroom (2B4P) car-free residential dwelling with associated access, cycle parking and amenity space. RGP make the following conclusions of this Transport Statement:

- i) The site is located within an established suburban residential area with convenient access to the wider highway network via Drayton Gardens and Station Road (A408), which links to the A4, M4 and Heathrow Airport corridor. The site lies within a PTAL 2 area but is immediately adjacent to PTAL 3 cells, reflecting its close proximity to frequent bus services on Station Road and West Drayton station (Elizabeth line and Great Western Railway) which is located within a reasonable walking distance. These services provide realistic non-car commuting opportunities for future residents.
- ii) The TRICS assessment confirms that the proposed development would generate an extremely low level of activity, amounting to approximately 11 two-way person trips across a typical weekday, of which fewer than 2 would occur in either peak hour. As the dwelling is car-free with no vehicular access, those trips would be made on foot, by cycle and by public transport. The only residual vehicle activity associated with the dwelling would comprise servicing, delivery and occasional taxi movements, amounting to approximately 0.2 two-way movements across a typical weekday and fewer than 0.1 two-way movements in either peak hour. Activity of this magnitude would be imperceptible within the context of existing residential traffic on Drayton Gardens and Station Road and would not result in any material change in traffic conditions or operation of the local highway network.
- iii) The development is car-free, with no on-site car parking provided. This accords with Policy T6.1 of the London Plan, under which the maximum provision for a one-to two-bedroom dwelling in Outer London within a PTAL 2–3 area is 0.75 spaces per dwelling; these being maximum standards, nil provision is fully compliant. Drayton Gardens is not subject to a controlled parking zone and the potential for overspill parking arising from a single dwelling is negligible. Secure, covered cycle parking will be provided within the site in accordance with London Plan Policy T5, thereby supporting travel by sustainable modes.
- iv) Pedestrian access to the dwelling would be taken via the existing private accessway at the head of Drayton Gardens. No vehicular access to the dwelling is proposed and no on-site parking is provided, such that the accessway would serve pedestrian and cycle movements only. A review of the latest five-year collision record indicates no pattern of highway safety problems on Drayton Gardens and only a single slight collision at the Station Road / Drayton Gardens junction, unrelated to the site access. The access arrangements are therefore considered to be safe and suitable for all users.
- v) The development would generate a typical level of servicing and delivery activity for one small dwelling, primarily by cars and light goods vehicles. These trips will be readily accommodated within the existing residential pattern of activity on Drayton Gardens, with deliveries made from the public highway and the final approach to the dwelling made on foot along the accessway. Refuse and recycling storage can be provided within the site with bins presented for collection on Drayton

Gardens on collection days, enabling collections to take place from the public highway in the same manner as for existing properties.

- 5.1.2 In light of the above, and having regard to Policy TR6(4) of the National Planning Policy Framework (2026), it is concluded that the proposed development would not have a severe adverse impact on the transport network in terms of capacity and congestion, including cumulative impacts, nor an unacceptable impact on highway safety. The proposals deliver the transport vision set out at **Section 1** and accord with Policies TR3, TR4 and TR6 of the NPPF and Policies T5 and T6.1 of the London Plan.
- 5.1.3 The scheme is therefore considered acceptable in transport and highways terms, and the London Borough of Hillingdon, as Local Highway Authority, is respectfully requested to confirm that it has no objection on highway grounds to the grant of planning permission.



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London Office 10 York Road, London SE1 7ND

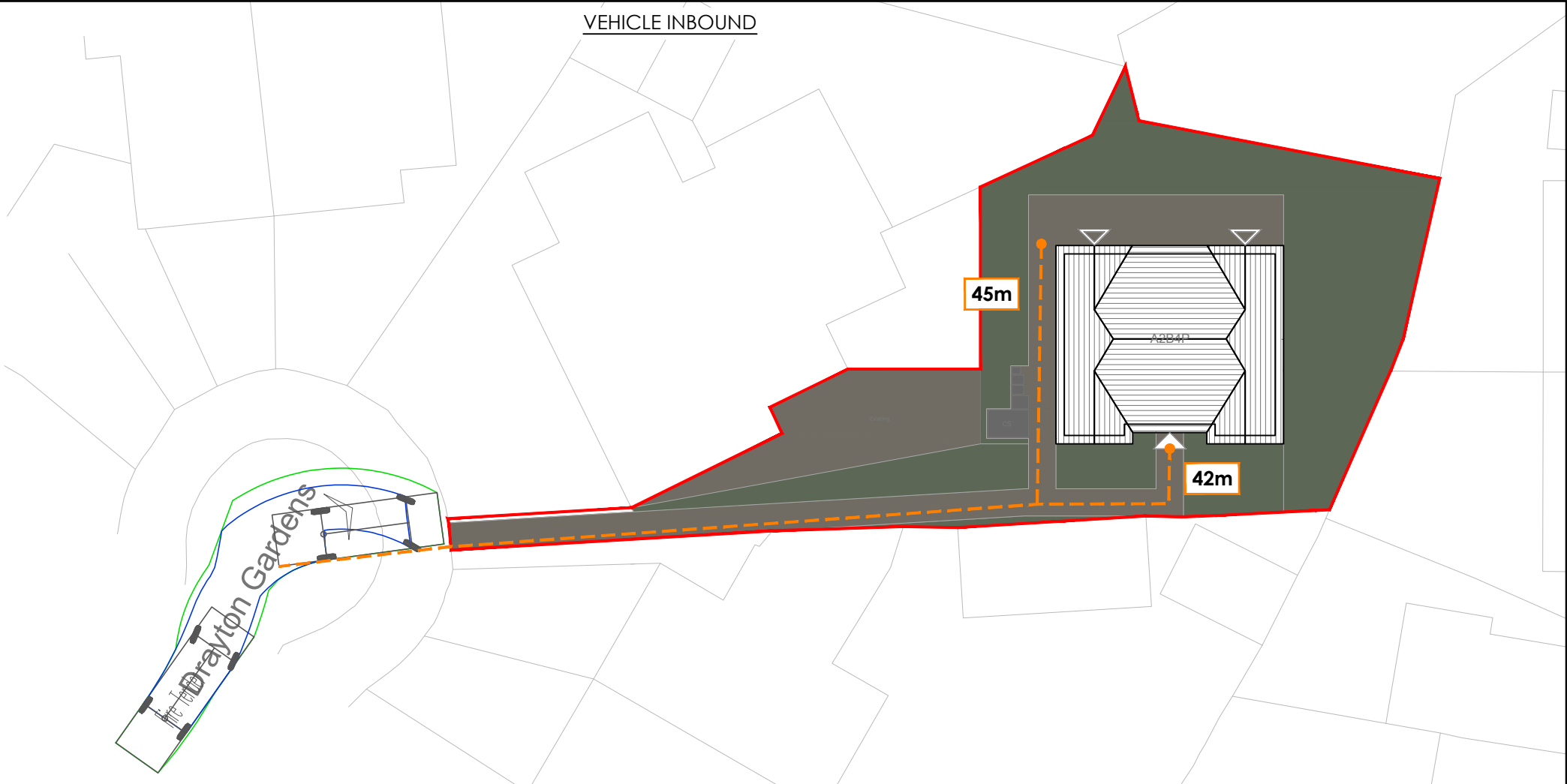
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T: 020 7078 9662



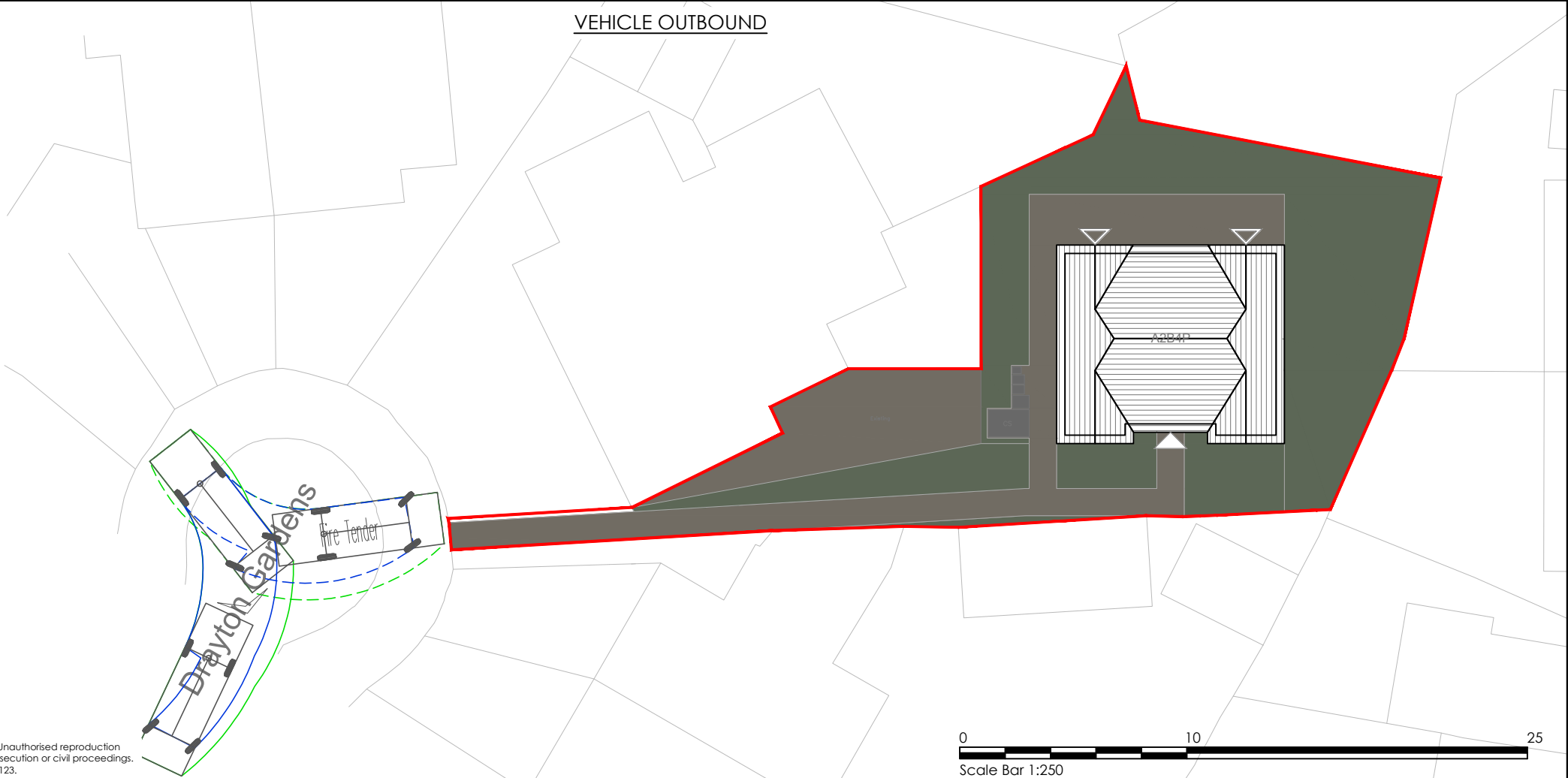
DRAWINGS



VEHICLE INBOUND

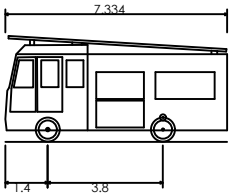


VEHICLE OUTBOUND



Notes:

- 1. Do not scale from this drawing.
- 2. All dimensions are in metres unless noted otherwise.
- 3. All levels are in metres above ordnance datum (AOD).
- 4. This drawing should be printed in colour.
- 5. This drawing is to be read in conjunction with all other engineer's drawings.



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

P02	Updated site layout & fire hose distances	22.09.26	GE	HG	BC
P01	FIRST ISSUE	02.12.25	GE	HG	BC
Rev	Details	Date	By	Chkd	Appd

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E: enquiries@rgp.co.uk
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Transport Planning and Infrastructure Design Consultants

Status:	INFORMATION
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Client:
BMR Property Group

Project:
34a Drayton Gardens,
West Drayton

Drawing Title:
Swept Path Assessment
Fire Tender

Scale @ A3: 1:250	Date: 02.12.25	Drawn: GE	Designed: GE	Checked: HG	Approved: BC
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Project No: 9018	Drawing No: DRA-RGP-XX-XX-DR-T-001	Revision: P02
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APPENDIX A

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Rev.	Date	DRN/CKD	Revision
A	09/01/26	-	Updated to consultant comments
B	27/03/26	-	Updated to consultant comments
C	24/07/26	-	Updated to consultant comments

Application Site Boundary —

PLEASE NOTE:
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The position and extent of all utilities (above and below ground), easements, topographical features, and trees are to be confirmed through additional surveys. The site boundary is to be confirmed based on the Land Registry title plan and further on-site investigations. The layout has been produced for feasibility and discussion purposes only, and is based on PDF survey data that is subject to a full measured building survey. This sketch is based on incomplete and unverified survey information. Core areas are assumed to contain vertical circulation but remain unconfirmed. The proposal is subject to full measured, structural, and M&E surveys, and represents an early-stage feasibility concept.

Further design development is required to address the following (non-exhaustive):
A compliant fire strategy, including:
Means of escape, Protected lobbies, Evacuation lift requirements, Fire-rated construction, Acoustic and thermal performance in line with current Building Regulations, including enhancements between residential uses where appropriate. Ventilation of habitable and shared spaces per Approved Document F, and assessment of overheating risk in accordance with Approved Document O. Structural capacity of the existing building to support any new residential use and associated loadings. Natural light provision, and performance against daylight/sunlight guidance as outlined by BRE.

Services coordination, including:
Drainage infrastructure, Vertical risers, Ventilation and duct routes, Access and inclusivity, including potential lift upgrades and Part M compliance. Refuse and cycle storage in accordance with local authority standards. Assessment of hazardous materials (e.g., asbestos) within the existing building fabric.

All elements of the proposal remain subject to:
Detailed technical input, Comprehensive measured and specialist surveys, Compliance with current planning policy and building regulations.

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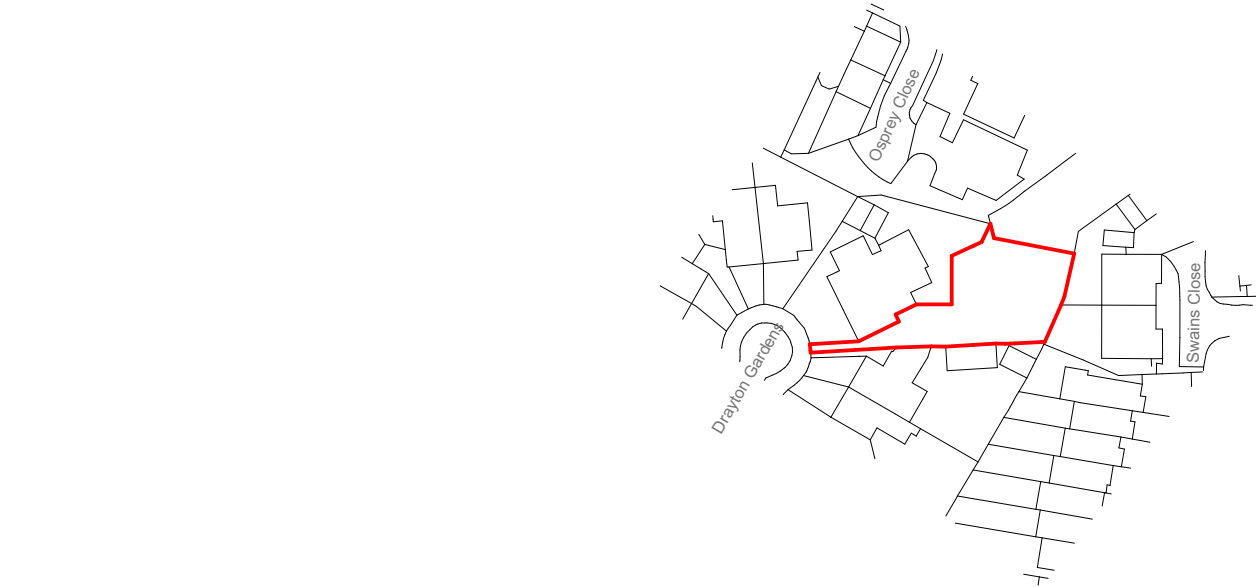
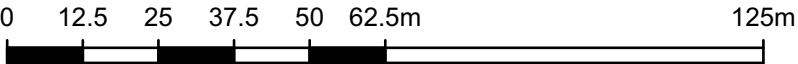
PROJECT
34 Drayton Gardens, West Drayton

BMR Property Group

DRAWING
Site Location Plan

SCALE	1 : 1250 at A4	CHECKED	-
DATE	Oct 2025	DRAWN	-
DWG. No.	A1442_(SK)001	REVISION	C

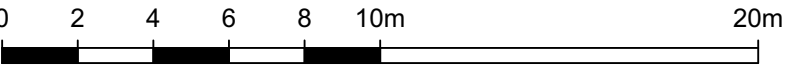
Site Location Plan
Scale 1:1250@A4



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A	24/07/26	-	Updated to consultant comments
B	30/07/26	-	Updated to consultant comments

Application Site Boundary
Existing Masonry Wall
Existing Timber Fence



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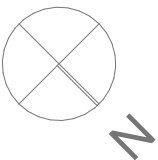
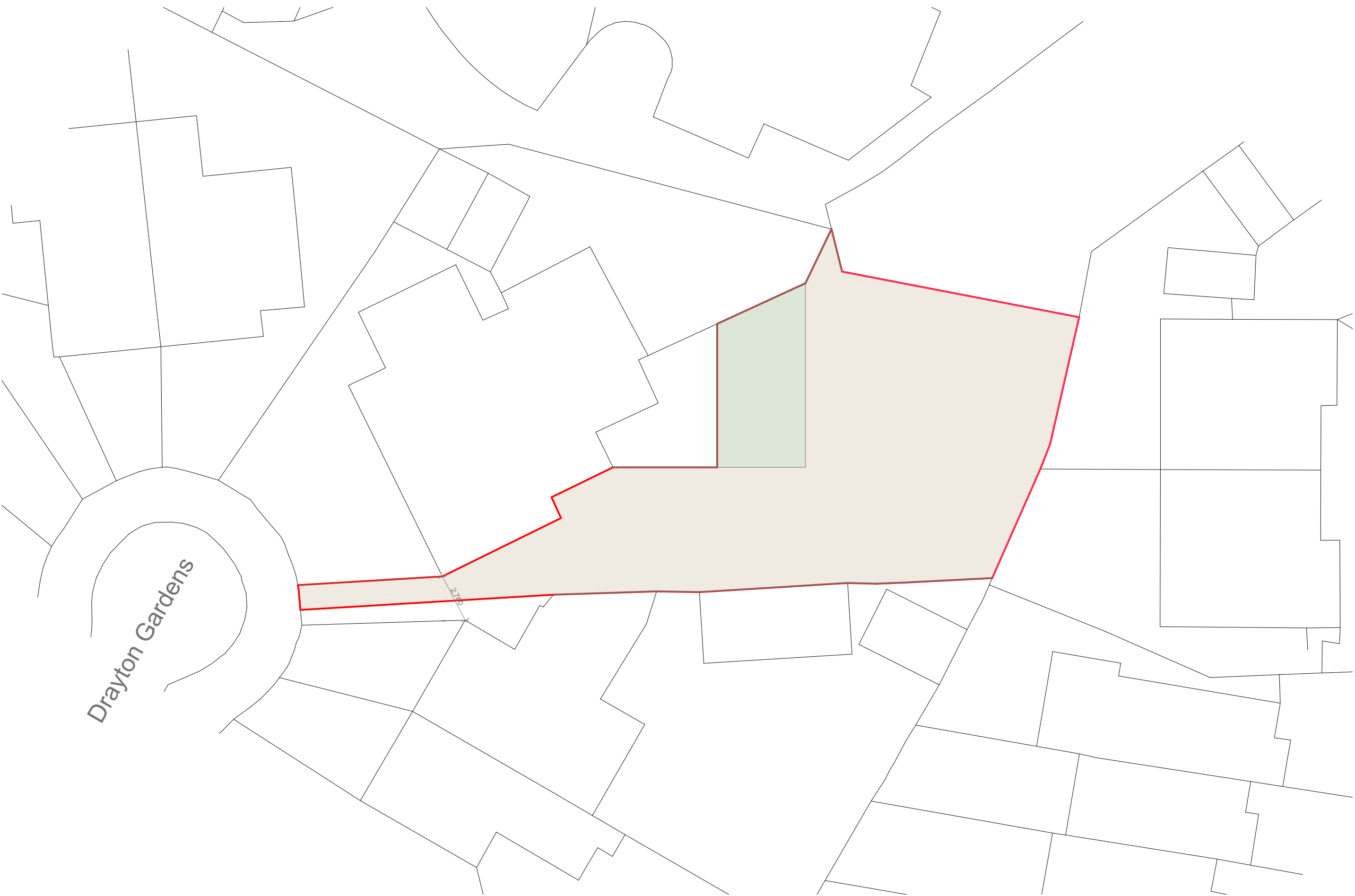


PROJECT
34 Drayton Gardens, West Drayton

BMR Property Group

DRAWING
Existing Site Plan

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DATE	Apr 2026	DRAWN	-
DWG. No.	A1442_(SK)002	REVISION	B

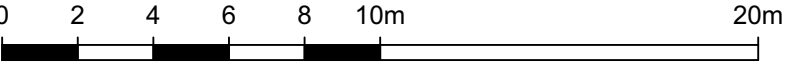


Existing Site Plan
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C	09/01/26	-	Updated to consultant comments
D	27/03/26	-	Updated to consultant comments
E	24/07/26	-	Updated to consultant comments
F	30/07/26	-	Updated to consultant comments
G	27/08/26	-	Updated to consultant comments

Application Site Boundary
Existing Masonry Wall
Existing Timber Fence
Proposed 1800mm Timber Fence



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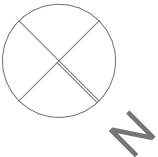
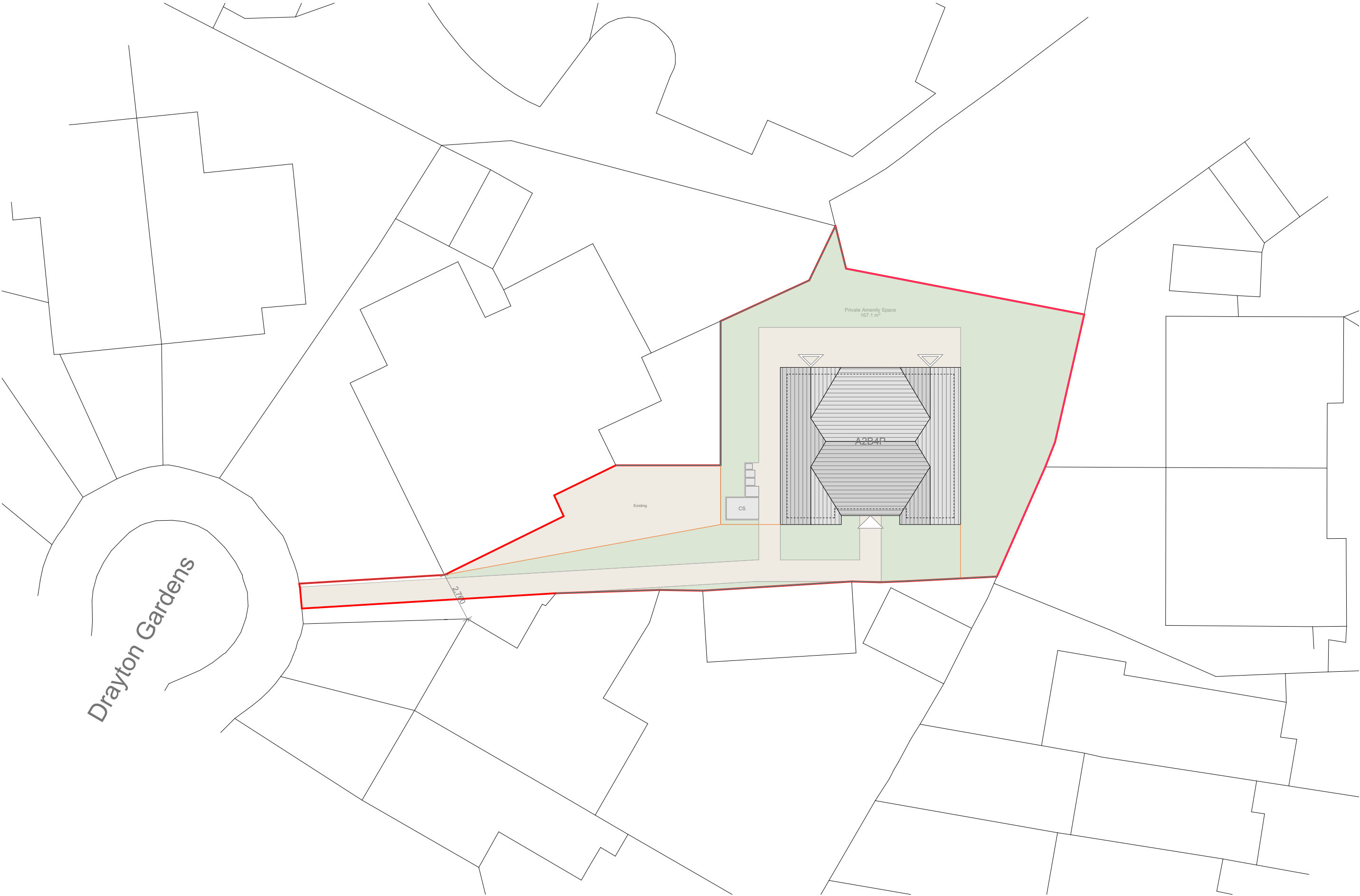


PROJECT
34 Drayton Gardens, West Drayton

BMR Property Group

DRAWING
Proposed Site Plan

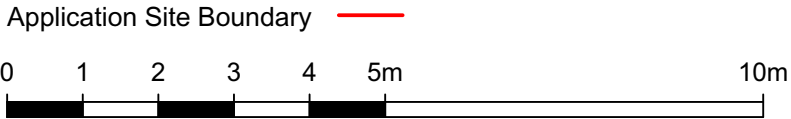
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DATE	Oct 2025	DRAWN	-
DWG. No.	A1442_(SK)010	REVISION	G



Proposed Site Plan
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C	27/03/26	-	Updated to consultant comments
D	24/07/26	-	Updated to consultant comments
E	30/07/26	-	Updated to consultant comments
F	27/08/26	-	Updated to consultant comments



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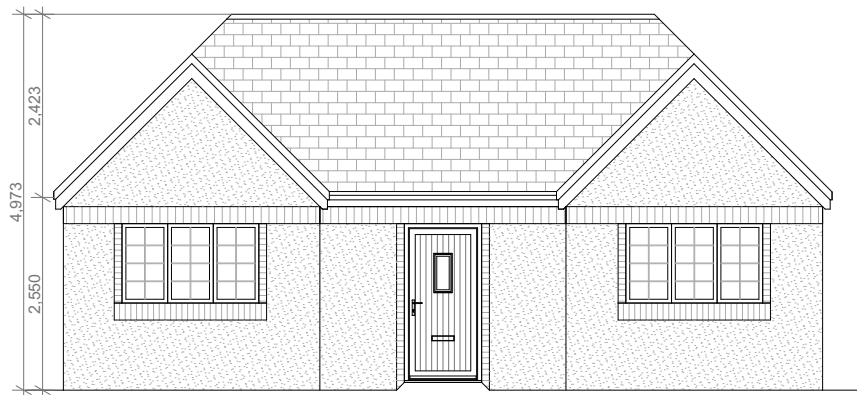
MDG
ARCHITECTS

PROJECT
34 Drayton Gardens, West Drayton

BMR Property Group

DRAWING
Proposed Plans, Section & Elevations

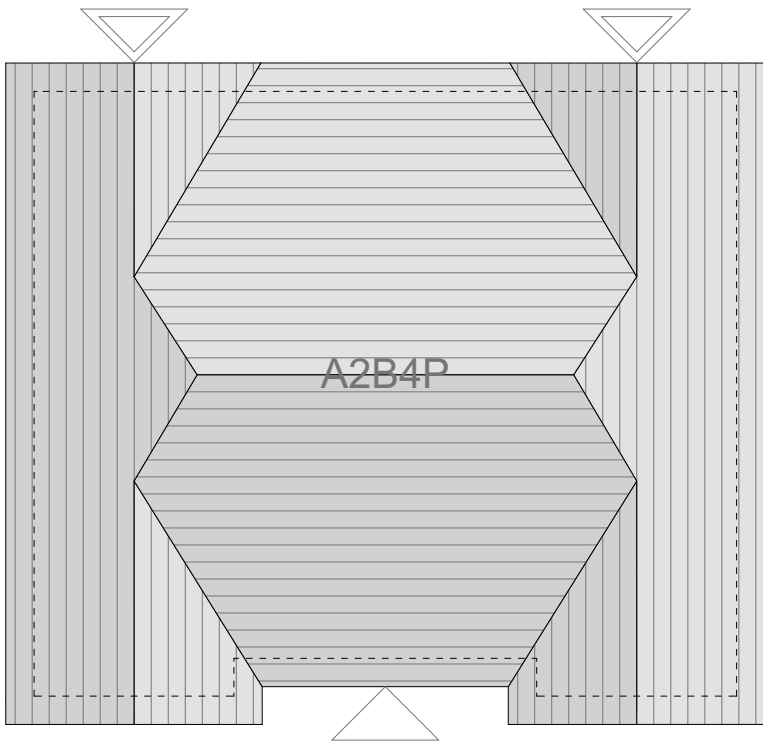
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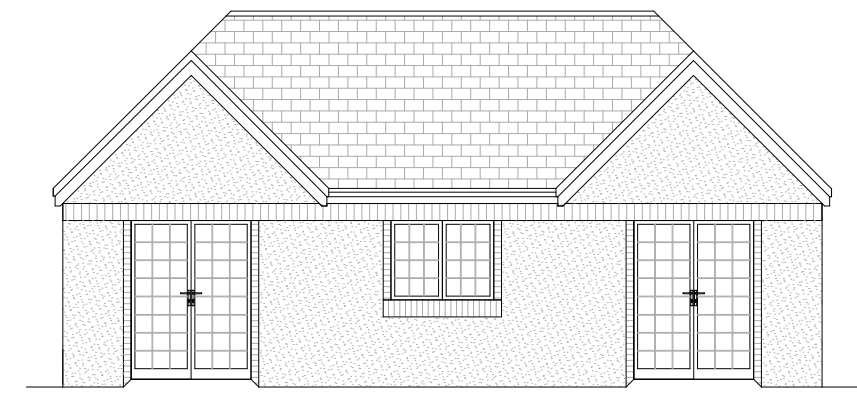
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Proposed North West Elevation
Scale 1:100@A2



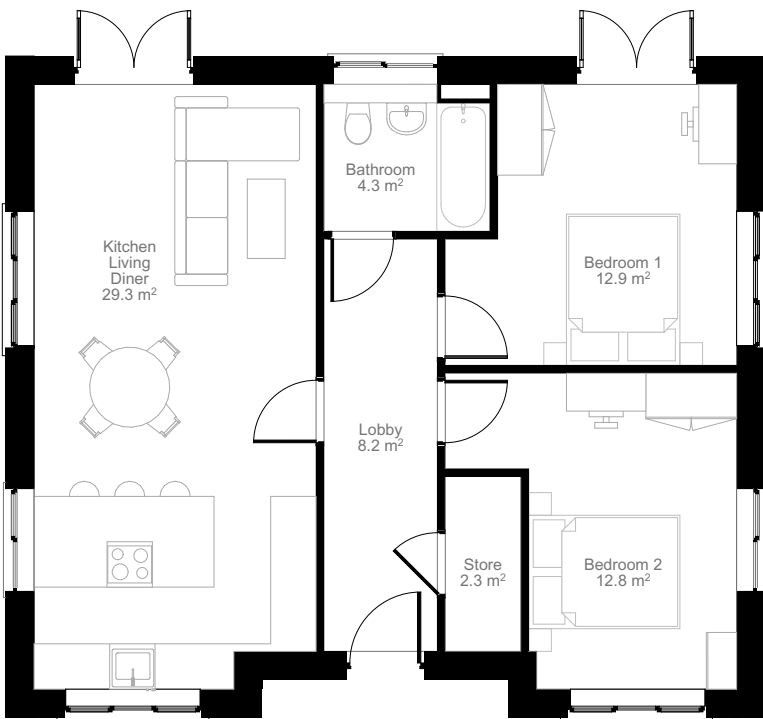
Proposed Roof Plan
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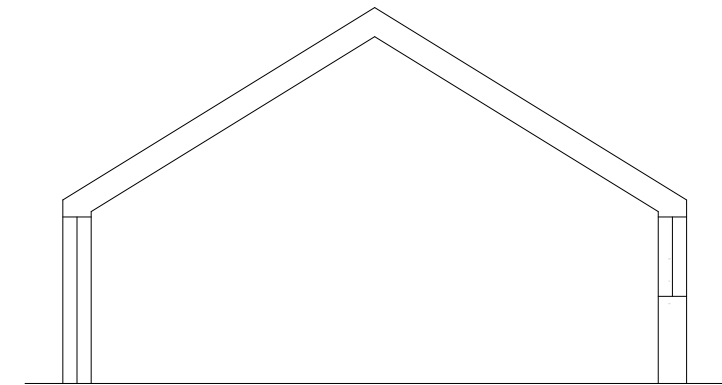
Proposed South West Elevation
Scale 1:100@A2



Proposed South East Elevation
Scale 1:100@A2



Proposed Ground Floor Plan
Scale 1:100@A2



Proposed Section
Scale 1:100@A2

Brick Detailing
Red Brick

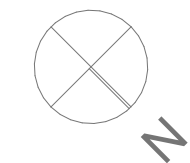
External Walls
White Pebble Dash Render

Roof
Rosemary Type Tile

Windows & Doors
Dark Grey

House Type	A		Total Units	Total Beds	GIA (m2)
	2B4P				
GF	1	72m²	1	2	72m²

Proposed Accommodation Schedule
Residential



APPENDIX B

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: A - HOUSES PRIVATELY OWNED
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET 1 day
	HO	HOUNSLOW 1 day
	KI	KINGSTON 2 days
	SU	SUTTON 1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	0 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/07/00 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	1 days
Tuesday	1 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	5
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town Centre	2 days
Suburban Area	2 days
Neighbourhood Centre	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	5 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

2771 - 10800

Population within 1 mile:

25,001 to 50,000	4 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	5 surveys
-----------------	-----------

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 - Poor	1 surveys
3 - Moderate	2 surveys
4 - Good	2 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

1	BN-03-A-04	MIXED HOUSES & FLATS	BARNET
SWEETS WAY WHETSTONE Neighbourhood Centre Residential Zone Number of dwellings: 231.00 DWELLS Survey date: Tuesday 21/09/2021			
			Survey Type: Manual
2	HO-03-A-02	MIXED HOUSES	HOUNSLOW
HIBERNIAN ROAD HOUNSLOW Edge of Town Centre Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Monday 29/06/2015			
			Survey Type: Manual
3	KI-03-A-01	DETACHED	KINGSTON
COOMBE RISE KINGSTON UPON THAMES Suburban Area Residential Zone Number of dwellings: 12.00 DWELLS Survey date: Thursday 24/06/2010			
			Survey Type: Manual
4	KI-03-A-02	DETACHED	KINGSTON
WOLSEY CLOSE KINGSTON UPON THAMES Suburban Area Residential Zone Number of dwellings: 20.00 DWELLS Survey date: Thursday 24/06/2010			
			Survey Type: Manual
5	SU-03-A-01	MIXED HOUSES & FLATS	SUTTON
COLLINGWOOD ROAD SUTTON Edge of Town Centre Residential Zone Number of dwellings: 61.00 DWELLS Survey date: Thursday 13/06/2024			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-03-A-02	03-07-2018	Removed: Site re-surveyed by BN-03-A-03
BN-03-A-03	10-09-2019	Removed: Site re-surveyed by BN-03-A-04

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.067	0.193	0.260
08:00-09:00	5	75	0.184	0.249	0.433
09:00-10:00	5	75	0.120	0.128	0.248
10:00-11:00	5	75	0.110	0.126	0.236
11:00-12:00	5	75	0.126	0.102	0.228
12:00-13:00	5	75	0.176	0.168	0.344
13:00-14:00	5	75	0.144	0.126	0.270
14:00-15:00	5	75	0.110	0.096	0.206
15:00-16:00	5	75	0.195	0.179	0.374
16:00-17:00	5	75	0.152	0.136	0.288
17:00-18:00	5	75	0.179	0.166	0.345
18:00-19:00	5	75	0.176	0.147	0.323
19:00-20:00	3	114	0.120	0.102	0.222
20:00-21:00	3	114	0.132	0.088	0.220
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.991	2.006	3.997

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.139	0.679	0.818
08:00-09:00	5	75	0.481	0.936	1.417
09:00-10:00	5	75	0.377	0.342	0.719
10:00-11:00	5	75	0.243	0.281	0.524
11:00-12:00	5	75	0.332	0.278	0.610
12:00-13:00	5	75	0.396	0.353	0.749
13:00-14:00	5	75	0.374	0.334	0.708
14:00-15:00	5	75	0.342	0.278	0.620
15:00-16:00	5	75	0.738	0.575	1.313
16:00-17:00	5	75	0.556	0.388	0.944
17:00-18:00	5	75	0.473	0.396	0.869
18:00-19:00	5	75	0.489	0.366	0.855
19:00-20:00	3	114	0.307	0.219	0.526
20:00-21:00	3	114	0.266	0.135	0.401
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.513	5.560	11.073

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.003	0.021	0.024
08:00-09:00	5	75	0.011	0.024	0.035
09:00-10:00	5	75	0.008	0.005	0.013
10:00-11:00	5	75	0.003	0.005	0.008
11:00-12:00	5	75	0.005	0.005	0.010
12:00-13:00	5	75	0.000	0.005	0.005
13:00-14:00	5	75	0.011	0.000	0.011
14:00-15:00	5	75	0.000	0.003	0.003
15:00-16:00	5	75	0.005	0.005	0.010
16:00-17:00	5	75	0.016	0.008	0.024
17:00-18:00	5	75	0.008	0.000	0.008
18:00-19:00	5	75	0.016	0.008	0.024
19:00-20:00	3	114	0.003	0.000	0.003
20:00-21:00	3	114	0.003	0.000	0.003
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.092	0.089	0.181

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.003	0.003	0.006
08:00-09:00	5	75	0.003	0.003	0.006
09:00-10:00	5	75	0.000	0.000	0.000
10:00-11:00	5	75	0.000	0.000	0.000
11:00-12:00	5	75	0.000	0.000	0.000
12:00-13:00	5	75	0.000	0.000	0.000
13:00-14:00	5	75	0.000	0.000	0.000
14:00-15:00	5	75	0.000	0.000	0.000
15:00-16:00	5	75	0.000	0.000	0.000
16:00-17:00	5	75	0.003	0.003	0.006
17:00-18:00	5	75	0.000	0.000	0.000
18:00-19:00	5	75	0.000	0.000	0.000
19:00-20:00	3	114	0.000	0.000	0.000
20:00-21:00	3	114	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.009	0.009	0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	29/06/2015 - 13/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.000	0.000	0.000
08:00-09:00	5	75	0.000	0.000	0.000
09:00-10:00	5	75	0.008	0.008	0.016
10:00-11:00	5	75	0.000	0.000	0.000
11:00-12:00	5	75	0.005	0.000	0.005
12:00-13:00	5	75	0.005	0.011	0.016
13:00-14:00	5	75	0.003	0.003	0.006
14:00-15:00	5	75	0.000	0.000	0.000
15:00-16:00	5	75	0.005	0.005	0.010
16:00-17:00	5	75	0.000	0.000	0.000
17:00-18:00	5	75	0.000	0.000	0.000
18:00-19:00	5	75	0.000	0.000	0.000
19:00-20:00	3	114	0.000	0.000	0.000
20:00-21:00	3	114	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.026	0.027	0.053

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.003	0.003	0.006
08:00-09:00	5	75	0.008	0.008	0.016
09:00-10:00	5	75	0.008	0.008	0.016
10:00-11:00	5	75	0.005	0.005	0.010
11:00-12:00	5	75	0.005	0.005	0.010
12:00-13:00	5	75	0.008	0.008	0.016
13:00-14:00	5	75	0.008	0.008	0.016
14:00-15:00	5	75	0.005	0.005	0.010
15:00-16:00	5	75	0.003	0.003	0.006
16:00-17:00	5	75	0.008	0.008	0.016
17:00-18:00	5	75	0.011	0.011	0.022
18:00-19:00	5	75	0.003	0.003	0.006
19:00-20:00	3	114	0.000	0.000	0.000
20:00-21:00	3	114	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.075	0.075	0.150

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.075	0.305	0.380
08:00-09:00	5	75	0.249	0.366	0.615
09:00-10:00	5	75	0.166	0.166	0.332
10:00-11:00	5	75	0.136	0.176	0.312
11:00-12:00	5	75	0.166	0.126	0.292
12:00-13:00	5	75	0.243	0.222	0.465
13:00-14:00	5	75	0.179	0.158	0.337
14:00-15:00	5	75	0.144	0.110	0.254
15:00-16:00	5	75	0.299	0.233	0.532
16:00-17:00	5	75	0.206	0.179	0.385
17:00-18:00	5	75	0.206	0.235	0.441
18:00-19:00	5	75	0.233	0.206	0.439
19:00-20:00	3	114	0.140	0.137	0.277
20:00-21:00	3	114	0.173	0.099	0.272
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.615	2.718	5.333

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.053	0.160	0.213
08:00-09:00	5	75	0.179	0.361	0.540
09:00-10:00	5	75	0.176	0.120	0.296
10:00-11:00	5	75	0.078	0.067	0.145
11:00-12:00	5	75	0.115	0.096	0.211
12:00-13:00	5	75	0.118	0.088	0.206
13:00-14:00	5	75	0.126	0.112	0.238
14:00-15:00	5	75	0.128	0.123	0.251
15:00-16:00	5	75	0.305	0.275	0.580
16:00-17:00	5	75	0.209	0.155	0.364
17:00-18:00	5	75	0.155	0.126	0.281
18:00-19:00	5	75	0.155	0.139	0.294
19:00-20:00	3	114	0.099	0.073	0.172
20:00-21:00	3	114	0.056	0.035	0.091
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.952	1.930	3.882

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.008	0.193	0.201
08:00-09:00	5	75	0.043	0.184	0.227
09:00-10:00	5	75	0.027	0.051	0.078
10:00-11:00	5	75	0.027	0.032	0.059
11:00-12:00	5	75	0.045	0.051	0.096
12:00-13:00	5	75	0.035	0.037	0.072
13:00-14:00	5	75	0.059	0.064	0.123
14:00-15:00	5	75	0.070	0.043	0.113
15:00-16:00	5	75	0.128	0.061	0.189
16:00-17:00	5	75	0.126	0.045	0.171
17:00-18:00	5	75	0.104	0.035	0.139
18:00-19:00	5	75	0.086	0.013	0.099
19:00-20:00	3	114	0.064	0.009	0.073
20:00-21:00	3	114	0.035	0.000	0.035
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.857	0.818	1.675

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.008	0.088	0.096
08:00-09:00	5	75	0.043	0.078	0.121
09:00-10:00	5	75	0.021	0.024	0.045
10:00-11:00	5	75	0.013	0.016	0.029
11:00-12:00	5	75	0.027	0.040	0.067
12:00-13:00	5	75	0.021	0.019	0.040
13:00-14:00	5	75	0.040	0.040	0.080
14:00-15:00	5	75	0.037	0.027	0.064
15:00-16:00	5	75	0.107	0.037	0.144
16:00-17:00	5	75	0.083	0.029	0.112
17:00-18:00	5	75	0.051	0.027	0.078
18:00-19:00	5	75	0.043	0.011	0.054
19:00-20:00	3	114	0.020	0.009	0.029
20:00-21:00	3	114	0.018	0.000	0.018
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.532	0.445	0.977

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.000	0.003	0.003
08:00-09:00	5	75	0.000	0.008	0.008
09:00-10:00	5	75	0.000	0.000	0.000
10:00-11:00	5	75	0.000	0.000	0.000
11:00-12:00	5	75	0.000	0.000	0.000
12:00-13:00	5	75	0.000	0.000	0.000
13:00-14:00	5	75	0.000	0.000	0.000
14:00-15:00	5	75	0.000	0.000	0.000
15:00-16:00	5	75	0.000	0.000	0.000
16:00-17:00	5	75	0.003	0.000	0.003
17:00-18:00	5	75	0.000	0.000	0.000
18:00-19:00	5	75	0.000	0.000	0.000
19:00-20:00	3	114	0.000	0.000	0.000
20:00-21:00	3	114	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.003	0.011	0.014

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	29/06/2015 - 13/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	75	0.000	0.102	0.102
08:00-09:00	5	75	0.000	0.099	0.099
09:00-10:00	5	75	0.005	0.027	0.032
10:00-11:00	5	75	0.013	0.016	0.029
11:00-12:00	5	75	0.019	0.011	0.030
12:00-13:00	5	75	0.013	0.019	0.032
13:00-14:00	5	75	0.019	0.024	0.043
14:00-15:00	5	75	0.032	0.016	0.048
15:00-16:00	5	75	0.021	0.024	0.045
16:00-17:00	5	75	0.040	0.016	0.056
17:00-18:00	5	75	0.053	0.008	0.061
18:00-19:00	5	75	0.043	0.003	0.046
19:00-20:00	3	114	0.044	0.000	0.044
20:00-21:00	3	114	0.018	0.000	0.018
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.320	0.365	0.685

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2d49c7cc-91b3-4082-bbb4-53a4425be2c4

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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